

A Winter Day in Seattle

JAN GEHL

Professor, Dr.Litt.

Partner: GEHL Architects

CITIES FOR PEOPLE

A Fall Day in Seattle

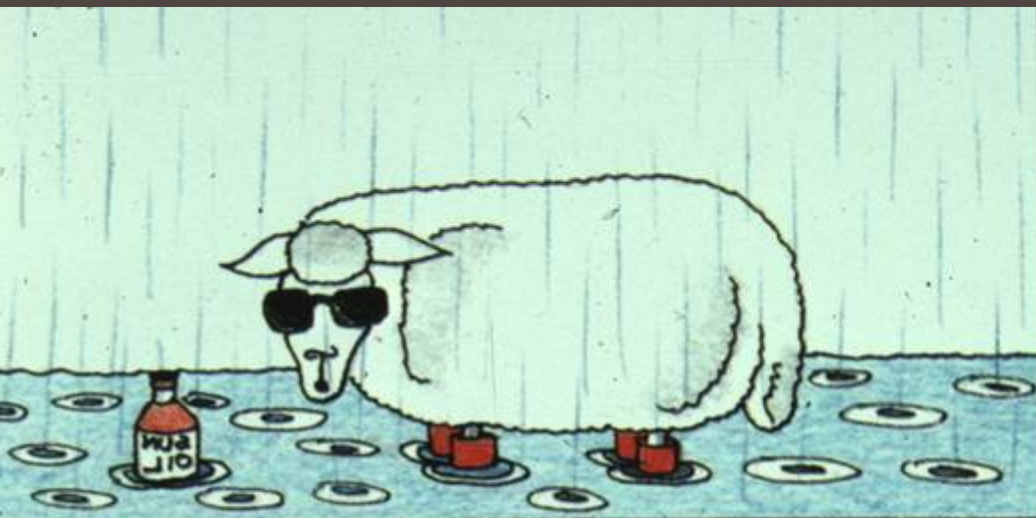
A Spring Day in Seattle

A Summer Day in Seattle


EDINBURGH

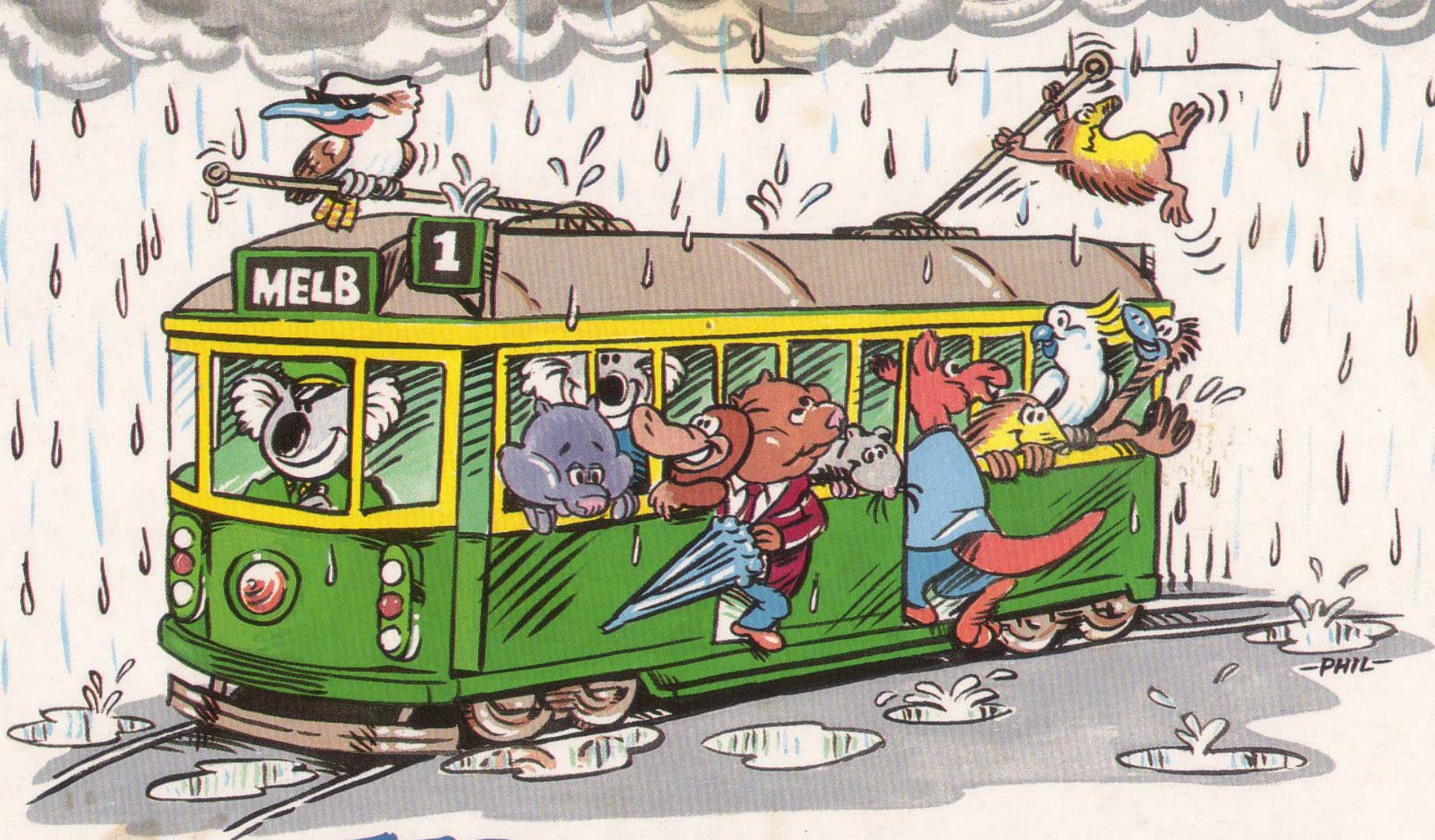


THE FOUR SEASONS





NORWAY  *Summer in Norway*



~~WINTER~~ IN MELBOURNE
SUMMER

Spring

Summer

CITY FOR PEOPLE ?

Fall

Winter

A photograph of a crowded city street with many cars parked and moving. Pedestrians are visible on the sidewalks. The image is used as a background for text about traffic and parking.

**All Cities have Traffic
Departments and perfect
statistics concerning traffic
and parking**

The cars are very *visible* and
everpresent in the planning
proces**

A photograph of a busy city street, likely in Chicago, showing a line of cars parked along the curb and several pedestrians walking. The background features tall city buildings and trees. The text is overlaid in white, bold font.

Do you know of any City department for
pedestrians and public life?

Hardly any City have statistics and data
concerning the people who use the city

*

The people in the City tends to be very
invisible and poorly represented in the
planning proces

MAKING PEOPLE **VISIBLE**

IN THE PLANNING PROCES



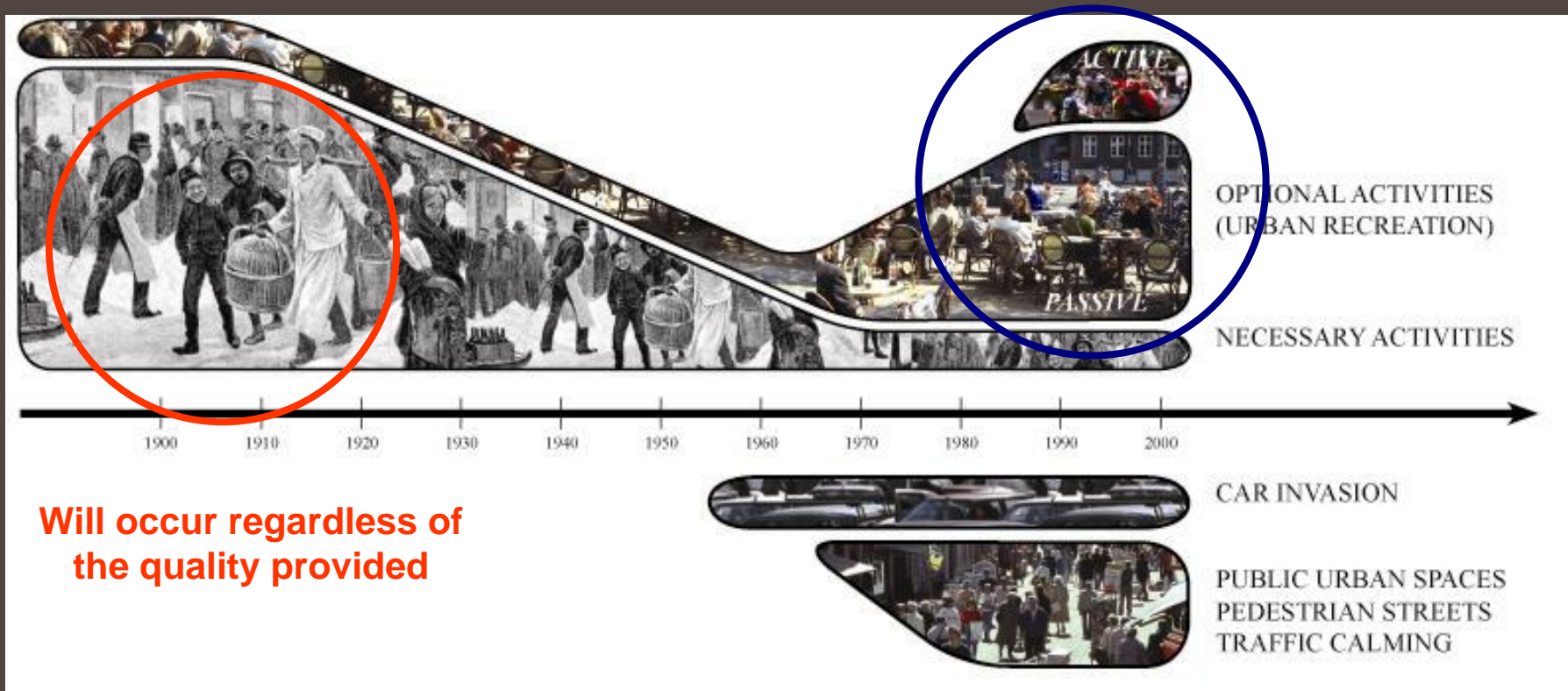
Is urgently needed!

1900 to 2000:

From

nessesary to optional activities in the Public Spaces

Will occur only if good
quality is provided





**Some 10 reasons why a pedestrian
& public life policy is needed in the
21 century**

Transport dimension



Getting from A to B - simple, cheap, low noise



Work Dimension
compassion for those who have to be on the streets

Sustainability dimension



- * sustainable
- * cheap
- * healthy
- * no emissions/pollution
- * takes up very little space
- * simple infrastructures
- * needed for efficient public transportation



Health dimension



Recreational dimension



Urban recreation - where the presence of other people are the special attraction



Social dimension

The City as meetingplace !

From the biggest city events to just seeing and hearing other people in the public spaces



People watching

- the number one attraction in any city



Always a two-way contact: To watch and be watched



“Man is man’s greatest joy”

(Old Icelandic saying)



Information & learning dimension



Democratic dimension

“Open Society” dimension





Friendly, safe city dimension





Sheer fun dimension - "a general human dimension"





MAKING PEOPLE **VISIBLE**

IN THE PLANNING PROCES



**SUPPORTING A POLICY TO PROMOTE
WALKING AND PUBLIC LIFE**



The image is an aerial photograph of a large, curved, terraced public space. The terraces are made of light-colored stone or concrete and are arranged in a series of parallel steps that curve along the edge of a body of water. Numerous people are seen walking and sitting on the terraces, indicating a popular public gathering place. The foreground shows a paved plaza with a grid pattern. The title 'new city spaces' is printed in white, lowercase letters across the bottom right of the image.

new city spaces

Jan Gehl & Lars Gemzøe

Three traditional uses of Public Space



Meeting



Market



Acces / Connections

Four different types of Cities

- The traditional city
- The invaded city
- The abandoned city
- The reconquered city



The traditional city



The invaded city







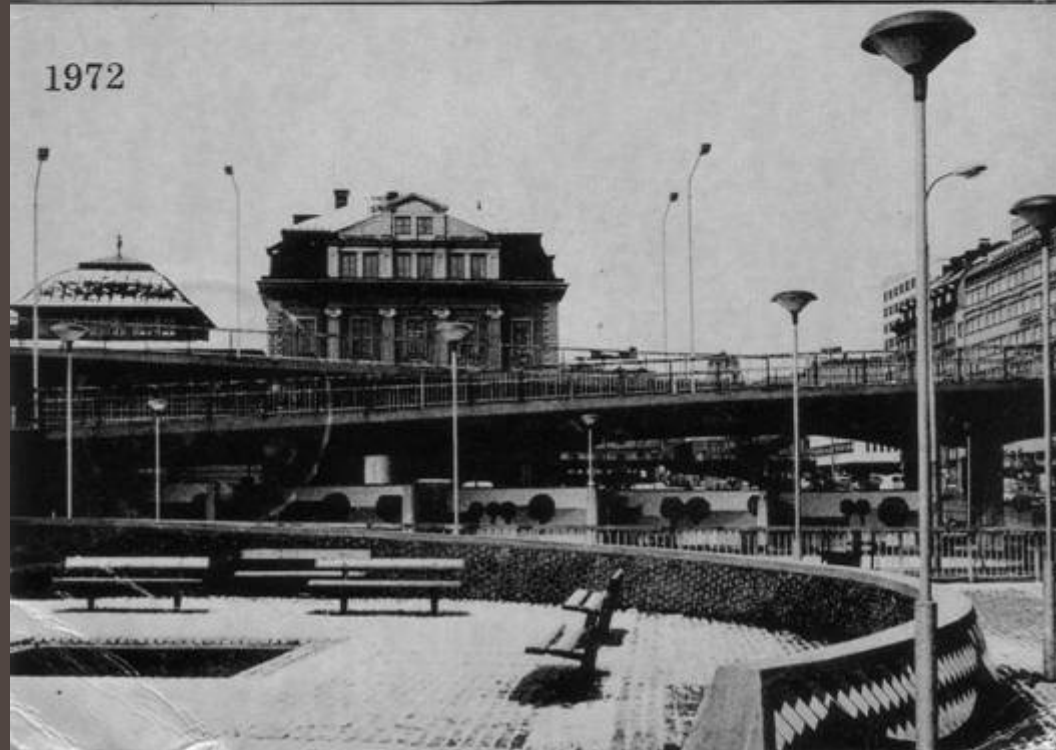
The Invaded city, will typically experience a gradual deterioration of the public environment!

Case story:

**The Railway Park
Stockholm, Sweden
1942 and 1972**

**(It is still called the
Railway Park, even if the
trees are now painted on
the surfaces under the
freeway spaghetti)**

**(Note:
Still unchanged as of last week)**



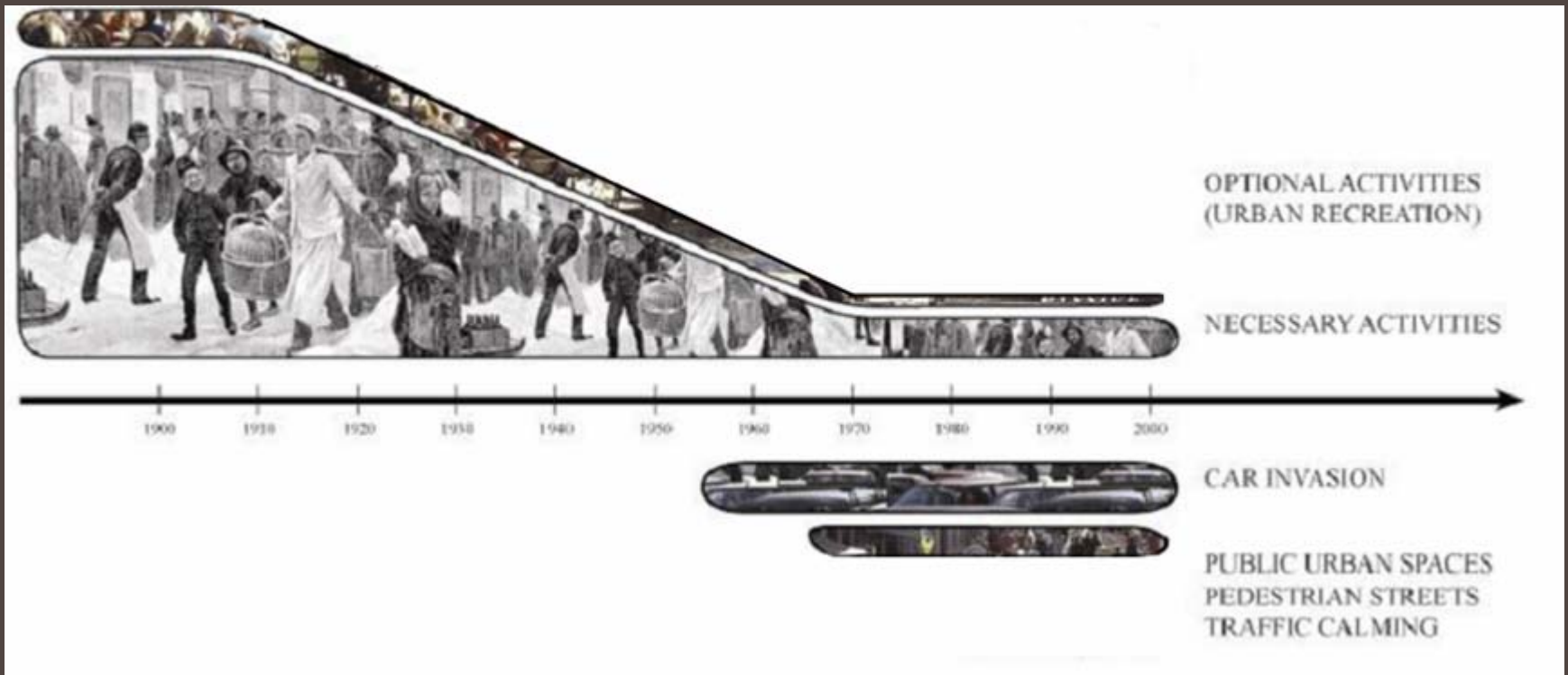


The abandoned city





PUBLIC LIFE IF GOOD QUALITY IS NOT PROVIDED





”Houston -the City with the fattest people of the World”



A fully mecanized world!



EVERYDAY EXERCISE

With today's hectic pace, it's hard to make time for regular exercise. Exercise helps reduce jet lag and stress.

"We make decisions about our health every day."

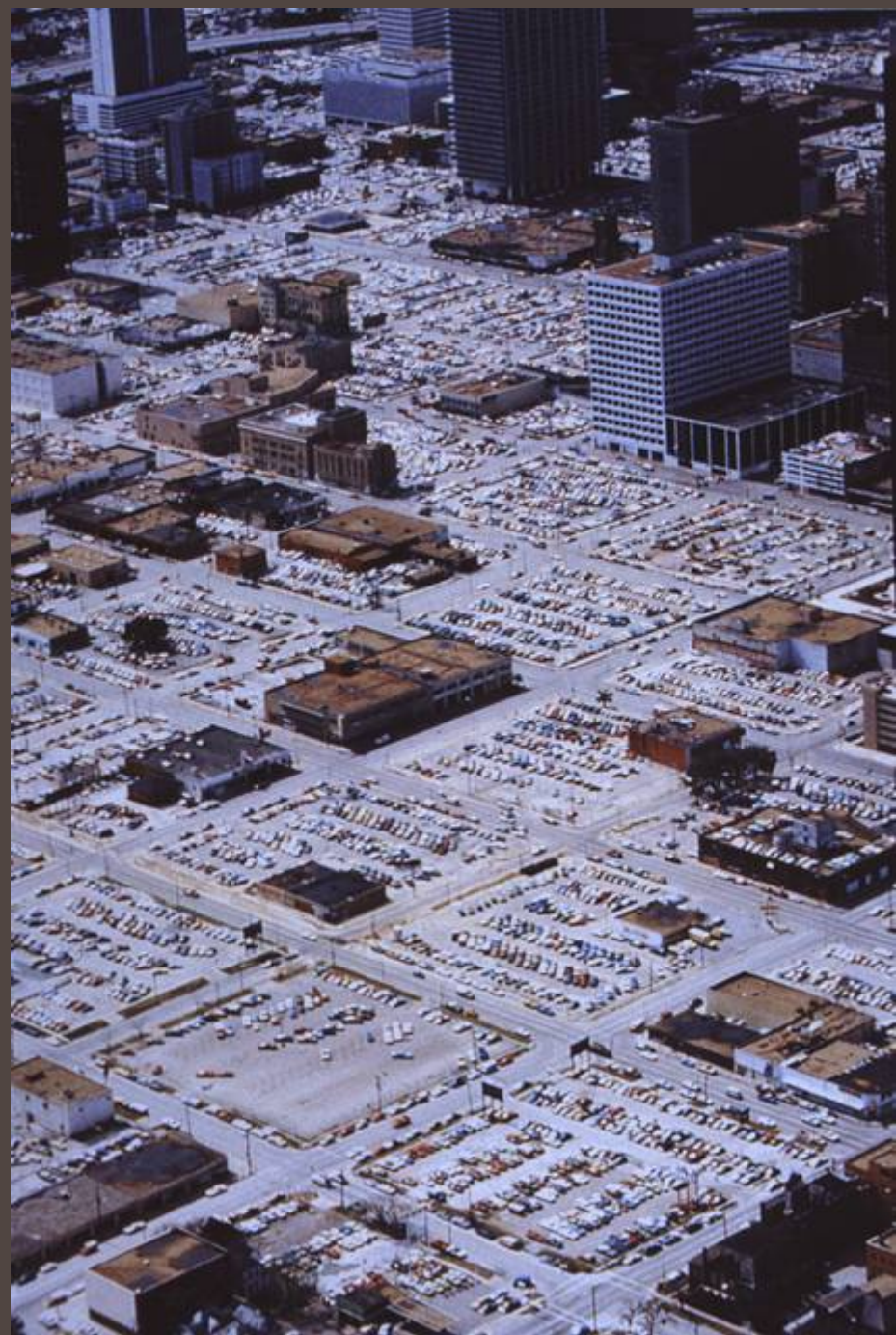


Follow these suggestions to help keep healthy and fit:

- Take the stairs instead of the elevator or escalator.
- Park your car at the far end of the lot and walk.
- Do isometric exercises in your chair at work or while you travel.
- Do stretching exercises while standing, sitting or lying.
- Take walking tours around your neighborhood, business area and cities that you visit while traveling.



7 Days is a
Proud sponsor of the
Public Health message
© 1997 World Council, Atlanta, GA





**"Park'n Sweat structure", Atlanta, Georgia
(7 stories of Parking + 2 stories of Fitness)**

The reconquered city





***Willingness to put constraints to the vehicular traffic**

***realisation of the importance of public life**





***instead of 3 cars
with 4 people you
may have a tram
with 326!**

(Freiburg, Germany)

***increasing emphasis
on sustainability and
environmentally
friendly modes of
transport**



9 reconquered Cities

- Barcelona
- Lyon
- Strasbourg
- Freiburg
- Copenhagen
- Portland
- Curitiba
- Cordoba
- Melbourne



INVITATIONS

TO

THE CITY

More Roads = More Traffic





IT'S THE ONLY OVERPASS WE'VE EVER BUILT THAT ACTUALLY REDUCES TRAFFIC.



A Lot Can Happen
Between 9&5.

**FAREWELL
FREEWAY:
DEMOLITION
WEDNESDAY**





London – Congestion Charge 2003



**Congestion charge area-24 square kilometers
19% reduction of traffic during the first year**

A stylized, light blue map of London is set against a dark blue background. The map shows a network of streets and a central river. Overlaid on the map are white silhouettes of several people in various poses, suggesting movement and public life. The title text is centered over the map.

Towards a fine City for People

Public Spaces and Public Life - London 2003



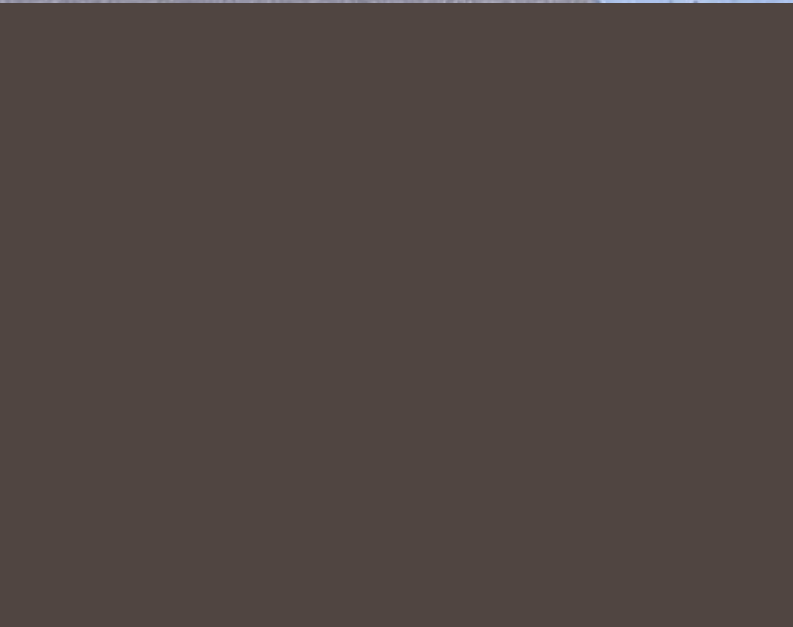
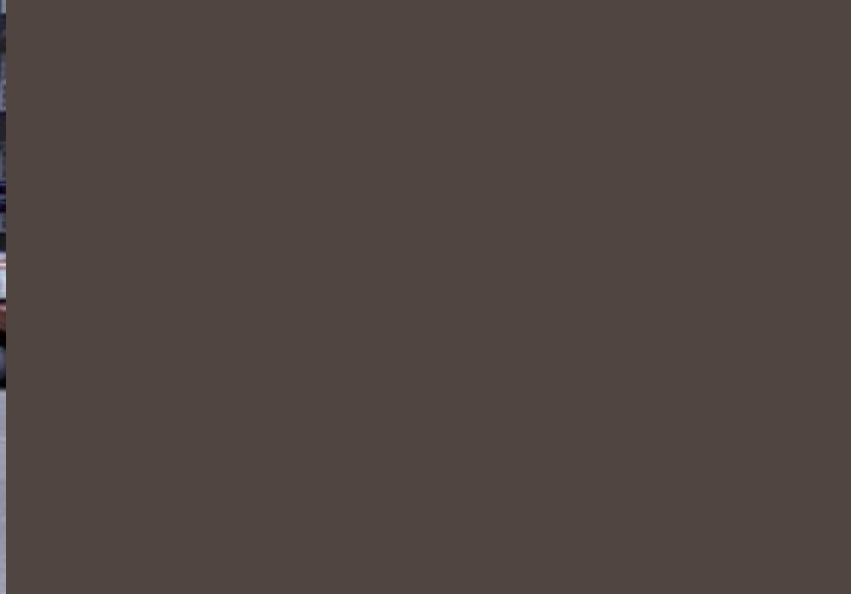
Better conditions for bicycling = more bicyclists

Bicycling in Copenhagen

-on a citywide network of bicycle lanes



-open to age groups 5-85+



Age 92



Mother in law: Age 85

100% more bicycling in Copenhagen from 1990 to 2004



MODAL SPLIT:
1/3 go to work on bicycle
1/3 use car
1/3 use public transport

Cykelproblemerne vokser i København

Storbyboerne er trætte af trængslen på cykelstien og af cyklisterne frækhed, viser en meningsmåling.

Af Flemming Christiansen

Cyklisterne på en københavnsk cykelsti kan minde om en flok tørstige gnuer, der bisser hen over savannen: Der er mange af dem, virkelig mange, alle har et horn i siden på alle - og det

havn er trængslen på cykelstierne havnet på en fjerdeplads - efter tre gamle kendinge: forurening fra lastbiler og personbiler og parkeringsproblemerne.

Det viser en undersøgelse foretaget af Institut for Konjunktur-Analyse blandt et repræsentativt udsnit på 1.000 af storbyens beboere.

Borgerne er blevet spurgt, om en række problemer berører dem personligt. Og hver tredje angiver, at cykelmylderet er »et stort problem«.

Af en serie interview med enkeltborgere i samme un-

Desuden viser det kommunale cykelregnskab, at hver femte københavner finder cyklerne voldsomt generende.

For bare to år siden var det kun hver tiende københavner, der tænkte ilde om pedalatleterne, hvad enten det er de snøvlende langsomme, bredbagede Christiania-ladcykler eller fartnarkomaner på 16-gears racercykler.

Flere på jernheste

Alle disse cyklistkritiske holdninger trives i en by, hvor hver anden indbygger er oppe på den store bl...

ikke sure tern træet. De over mer. På n erkelestie han g det. med afstar trafik. »Me me, at i Køb



CYKEL

Vi tar gerne din brugte bil som delvis udbetaling

Bredere stier til cyklister

Stadig flere cyklister i København får nu kommunens politikere til at tænke bredt.



VI CYKLER OG CYKLER

Københavnerne cykler, hvad der svarer til 28 gange rundt om jorden ved ækvator – hver dag.

Cykeltrafikken er, siden kommunen begyndte at lave cykelregnskaber i 1995, steget med 41 procent, og nu er trafikken ikke længere forbeholdt biltrafikken. På baggrund af det seneste cykelregnskab for årene 2003-2004 er København i gang med at overveje at udvide de hårdest belastede cykelstier i bredden.

Cykelregnskabet er blandt andet blevet til ved at spørge byens trafikanter. Halvdelen af de 603 interviewede cyklister synes, København er en meget god eller god by at cykle i. 33 procent synes, den er rimelig, mens kun 16 procent synes, den er dårlig eller meget dårlig.

To områder skiller sig ud på den negative side. Det er cykelparkeringspladserne og

cykle i København skal ifølge bygge- og teknikborgmester Søren Pind (V) være med til at øge trygheden. Målet er, at 80 procent skal være trygge ved cykling i 2012. Samtidig med cykelregnskabet lancerer kommunen en go card-kampagne, der reklamerer for regnskabets hjemmeside.

Sidste år kom 125 mennesker alvorligt til skade ved cykelulykker. Det er et fald på 18 procent i forhold til 2002. Målsætningen er, at

Latest News:

“Wider Bicycle Paths” now approved by the City Council

(Date: 3 June 05)

**Better quality public spaces
=
more pedestrians and more public life**



Before

Champs-Élysées, Paris 1992



After



before



after



Copenhagen:

1.3 million (region)

From traffic place to people place



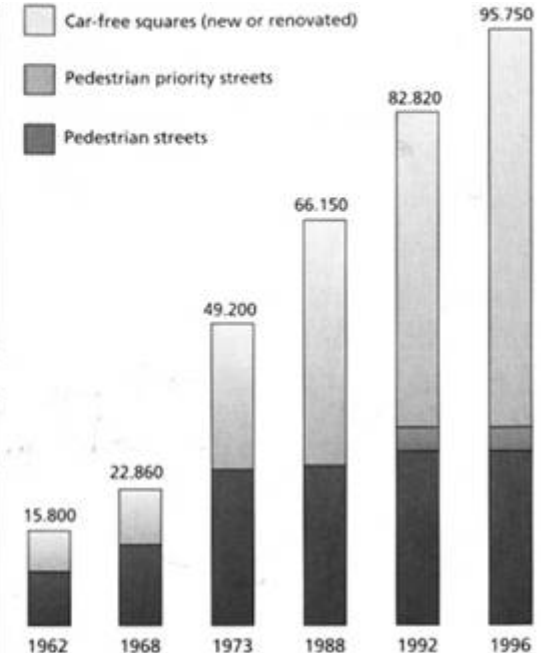
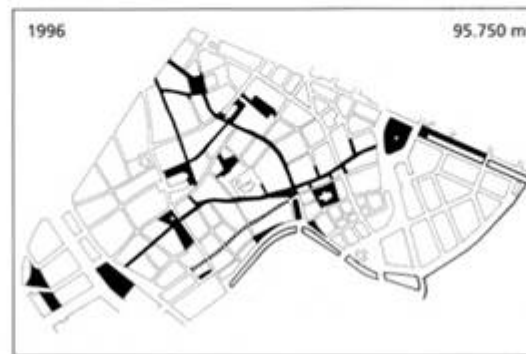
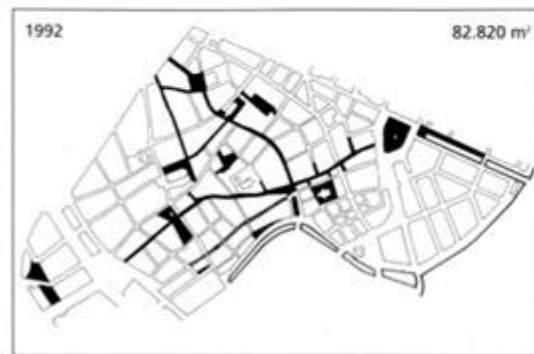
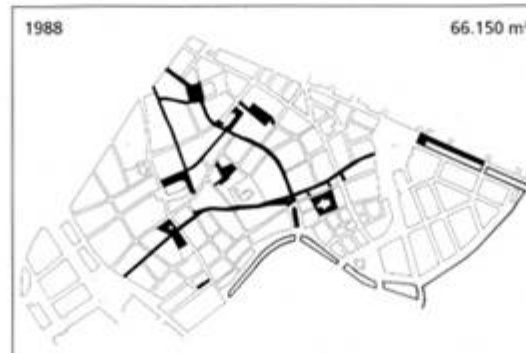
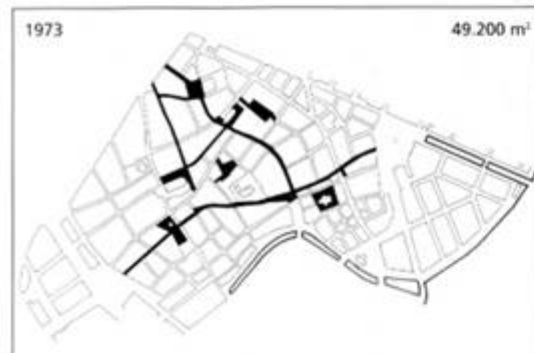
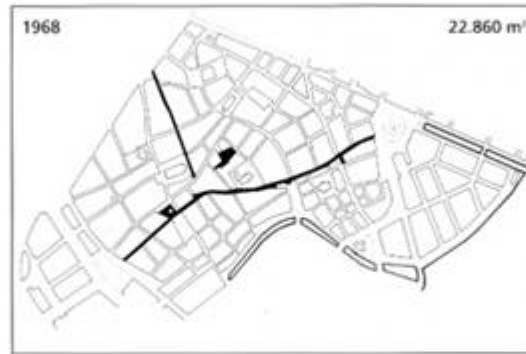
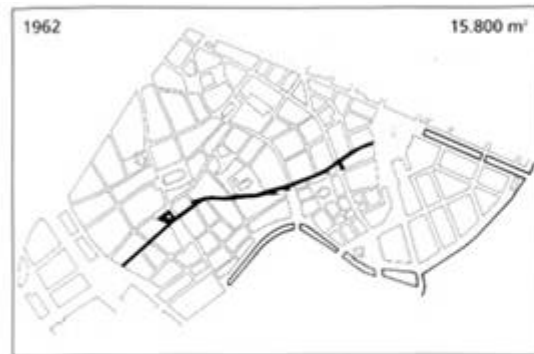
Strøget (main street) pedestrianized 1962



**In 1962 all 18 squares were parking lots
- now they are all people squares**



The development of pedestrian areas in the city from 1962.....7 times more People Space!



Development of pedestrian areas in Copenhagen city center from 1962 to 1996 (in square meters)

Illustrated on this page are 34 years of gradual transformation of Copenhagen city center. By 1996, the city center had some 96.000 m² set aside for people activities, a six-fold increase from the first stage in 1962. The bar graph above shows that the creation of pedestrian streets was actually finished by 1973. Effort has been concentrated subsequently on reclaiming and improving the city squares – the potential oases of the city.

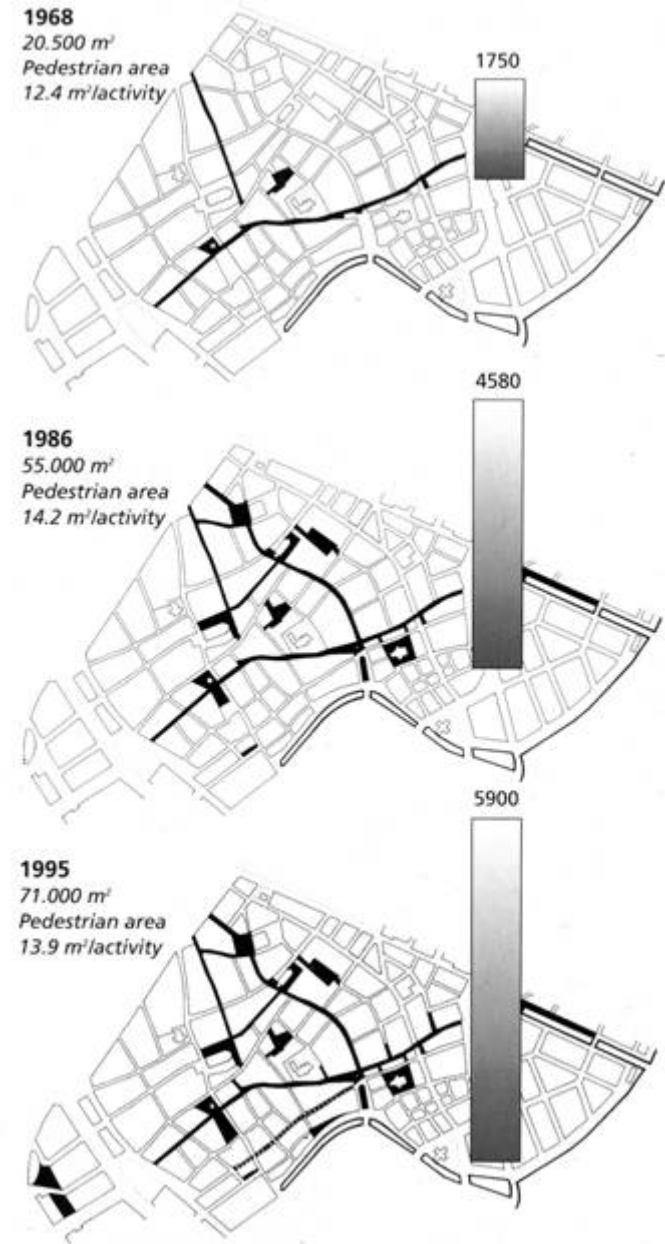


Public Space-Public Life Surveys: Copenhagen 1968, 1985, 1995 (+2005)

Many more People are walking in the city



4 times more people spend time in the city



Average number of people engaged in stationary activities throughout the city center at any time between 12⁰⁰ and 16⁰⁰ on summer days in 1968, 1986 and 1995.



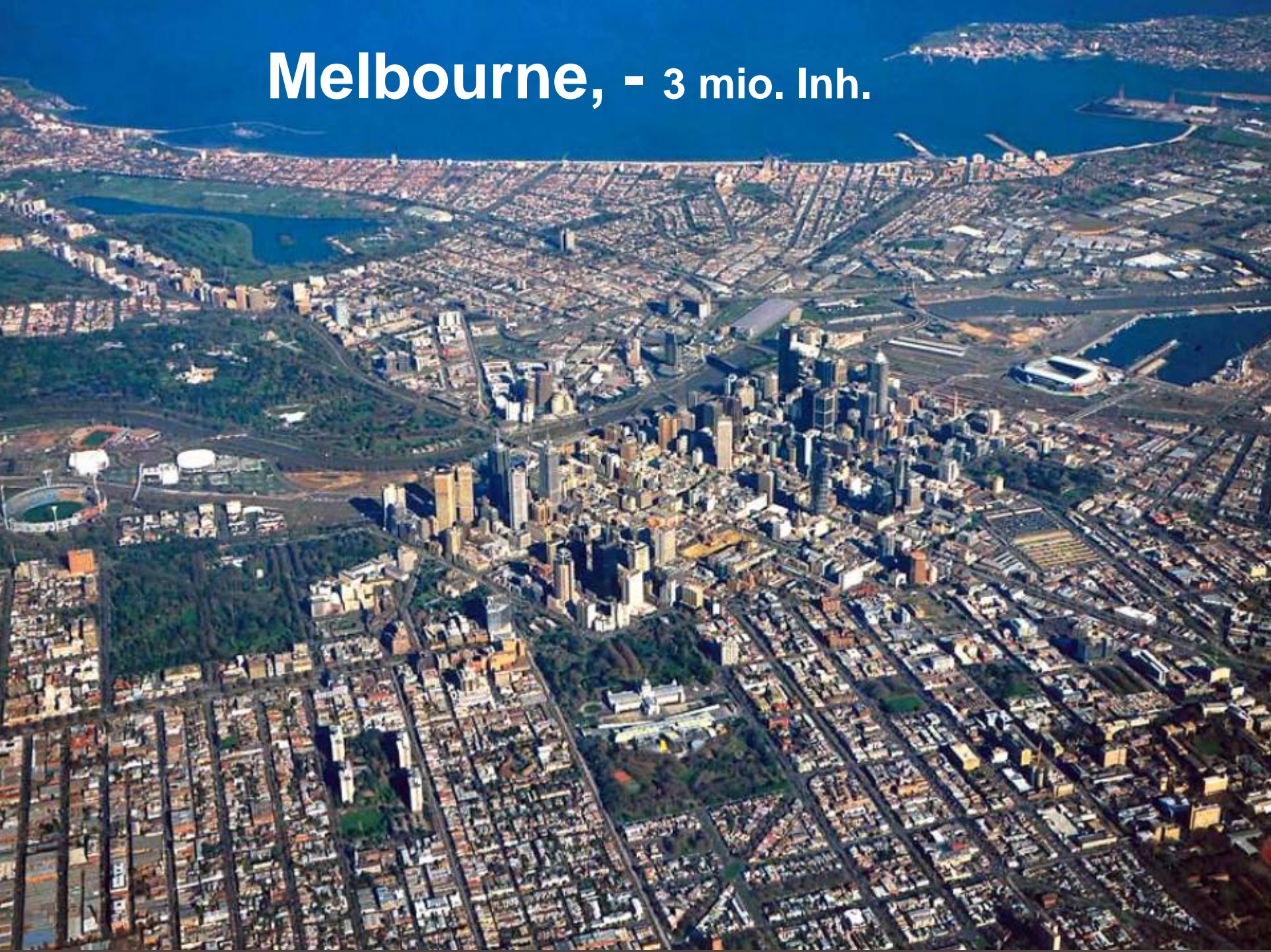
**More people, more time spent, longer days
& and much longer season**

The lesson from Copenhagen: (and many other cities surveyed)

**If public spaces of good quality are provided
- they will eagerly be used**



Melbourne, - 3 mio. Inh.





Block Arcade . . . part of a pattern that should stay.

EFFECTIVE city planning has been almost unknown in Melbourne for at least 30 or 40 years.

For the ordinary Melburnian that means our city has been progressively destroyed. It no longer contains the attraction and charm it once had.

To the city retailer — ever ready to adapt to new circumstances — it means expensive expansion into the suburbs to chase the customers who no longer visit the city.

The tourist is left with the half-truth — well, quarter-truth — of a "Paris end" to Collins Street, and the reality of just another little Chicago. And that could be unfair, because Chicago is a relatively attractive city.

Property developers and investors, who are mainly the large insurance groups and banks, have simply fulfilled their obligations to their shareholders to make bigger and better profits.

As a result, the city has reaped more rates, which increase at a similar ratio to the size of each new building.

So our planning body, Melbourne City Council, is also a beneficiary of its laissez-faire approach to new development.

Strategy committees, Strategy

An empty, useless city centre

ARCHITECTURE Norman Day

city, empty and useless except during office hours.

Our planners lack the courage to bring the city back to life.

Last week American architect Jaquelin Robertson spoke about his experiences as city planner for New York City.

His problems were like ours, only magnified by the size of that biggest apple, but there the comparison ends. His departmentally instigated creative

Mr. Robertson spoke of bonuses for incorporating shopping blocks, theatres and apartment housing into new office developments.

New projects, he said, are enmeshed into the city fabric through an insistence on connecting tunnels, shopping plazas and under-street arcades to link buildings, streets and metro stations.

There are planning bonuses in New York to encourage retention of historical buildings.

New buildings include mixed functions of arcades, shops, cinemas, offices and top-floor apartments, all in the city centre.

New York has had success with the creation of malls and redirection of traffic. Compare that with the dismal bitumen in Bourke Street.

Melbourne's heritage of north-south lanes and arcades — for example, the Block and the new City Square arcade — should set the pattern of future development.

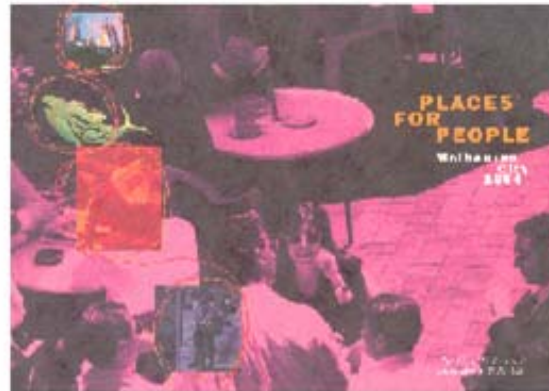
Our planners should be reaffirming the notion of Melbourne as an arcaded city instead of allowing architects to allocate useless, wind-swept forecourts "for the public use".

Having almost succeeded in castrating the Strategy Plan, we should not pin too many hopes on the existing system.

The lessons from New York

1994: Places for People 1

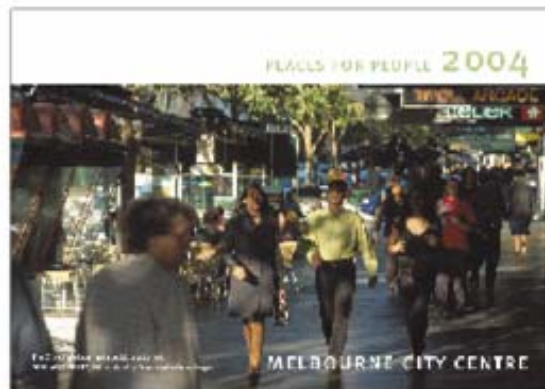
In 1993 Professor Jan Gehl was invited to Melbourne by the City of Melbourne, Urban Design Branch and Strategic Planning Branch to conduct a survey of Public Spaces and Public Life in Melbourne. The study examined the issues and opportunities regarding public space and collected data on public life. The data was presented in the document *Places for People: Melbourne City 1994* and incorporated both analysis and a set of overall recommendations. The publication served as a foundation for further development and improvement of Melbourne's public spaces, as new projects could be measured against the 1994 benchmark.

**2004: Places for People 2**

In 2004 Professor Gehl and GEHL Architects were invited to return to Melbourne to conduct an update on the previous study in association with the Design and Culture division of Melbourne City Council.

The findings and recommendations of the 2004 study are presented in this report.

The purpose and the methods for the 1994 and 2004 studies have been kept identical in order to create an opportunity for direct comparisons. However, the area for the 2004 study has been extended in order to include the major new public spaces which have been established during the intervening 10 years.



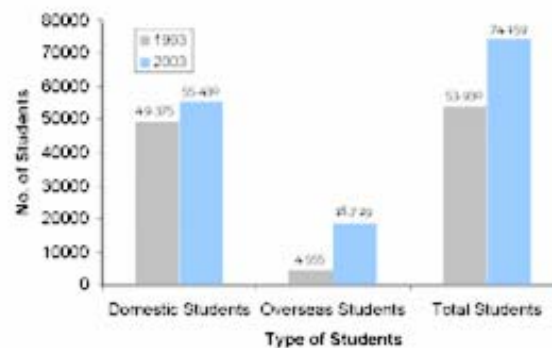
1.3 AN INCREASING STUDENT POPULATION

67%

**MORE STUDENTS
IN THE MELBOURNE CITY AREA
1993-2003**



Domestic and overseas students visiting
City of Melbourne campuses



Universities and other educational institutions contribute to an active, lively urban environment by creating a people climate oriented towards young people. Students make a major contribution to the city's vitality and cultural diversity, providing a youthful stimulus and international perspective. They also tend to engage more overtly with the street scene and other public spaces because they are more available to spend time out of doors, and in so doing make a strong contribution to the local economy.

Melbourne has expanded the number of educational institutions in the city centre over the past decade, in most cases integrating these facilities into the city fabric.

Wider Melbourne has NN educational institutions, of which XX are located within YYkm radius of the city centre. The number of students attending academic institutions and/or living in the city centre has expanded by 22% since 1993 – yielding Q,000 residents in 2003.

Student housing is mostly located outside the central city, but some student apartments are located in the city centre. Student populations are expected to continue to rise as the number of student places at Melbourne's universities and institutes increases, and is supported by growth in inner city low-cost housing.

Traditional university towns throughout the UK, Europe and the US have long demonstrated that the presence of major research institutions in the city is a huge advantage in bringing technology, talent and tolerance to the local community. More recently, Richard Florida argues that an increased student population is a vital part of the creative/knowledge city, where high concentrations of creative people results in a high concentration of creative economic outcomes.¹

¹Florida (2003) *The Rise of the Creative Class*: 218

1.2 A LARGER RESIDENTIAL COMMUNITY



The addition of new structures on top of existing buildings has assisted in improving the city's roofscapes in both commercial and residential developments.





Swanston Street before and after the conversion in 1992 into a pedestrian and tram street.





CASE STUDY: FAÇADE POLICY IN MELBOURNE



A hotel complex designed by I.M. Pei virtually destroyed this street environment, but thanks to the city's architects the façade was successfully redesigned.



Melbourne's extensive campaign to keep the city vital includes a façade policy. The policy regulates the design of new buildings to ensure a lively street and urban environment with a mix of functions and activities.

The most important objective of the façade policy along the city streets is to make sure that ground-floor facades appeal to pedestrians and contribute to the city's versatility and security with good lighting and level of activity. The policy sets the following framework:

- Shops and food service outlets must have a display window or entrance measuring at least five metres or 80% of the ground-floor façade (whichever is the larger)

- The rhythm, scale, architectural detail, windows and colours of new facades must be in keeping with existing street space
- Buildings must be divided into a base (ground floor), additional storeys and top floor
- Details of interest to pedestrians and the use of good materials must be promoted
- Facades may not be smooth/ devoid of detail; large facades in particular must be divided vertically into smaller sections
- Signs must be adapted to building designs
- Windows must be glazed with clear glass; façade design must provide good lighting at night
- Security grilles must be mounted internally to provide good visibility.

Additional regulations deal with everything from bans on skywalks to height limits for buildings close to the façade line, one reason being to prevent shadows and wind turbulence along the street. The types of business allowed to run ground-floor operations in the city centre are also carefully controlled.

Applicants for building permits must submit an Urban Context Report based on the criteria listed above dealing with factors such as sustainability, ground-floor facades and their visual impact on the local environment, crime prevention, and the impact on sunlight and wind conditions and infrastructure.

variety versus consistency



1.10 AN INTEGRATED POLICY FOR STREET TREATMENT AND FURNITURE



Docklands bin



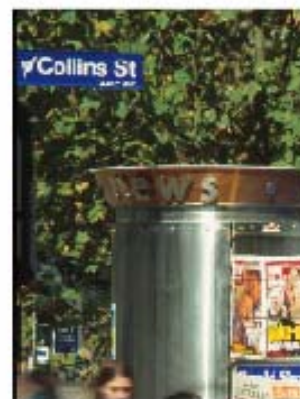
Drinking fountain



King Street light – nighttime



Newspaper pillar – closed



Newspaper pillar – open

In many respects, the suite of street furniture that has been designed and dispersed throughout the central city has become a 'signature' to its local character. From the sawn bluestone pavements upwards, a consistent, elegant and adaptable palette of public furniture, lighting and micro-scale retail has been established throughout the city.

Incorporation of small scale street vendors such as the newsstand and magazine kiosk, the fruit vending stall and flower stall, all address practical retailing requirements but also stimulate use and street activity levels. Other items such as the news pillar, retractable kerbside café canopy and information hub make a strong impact on the personal scale, vitality and colour of the streetscape.

A comprehensive lighting strategy, covering functional and ornamental programs has been developed and is being implemented throughout the city. Notably, pole-mounted dual fittings that cover the pedestrian footpath independently

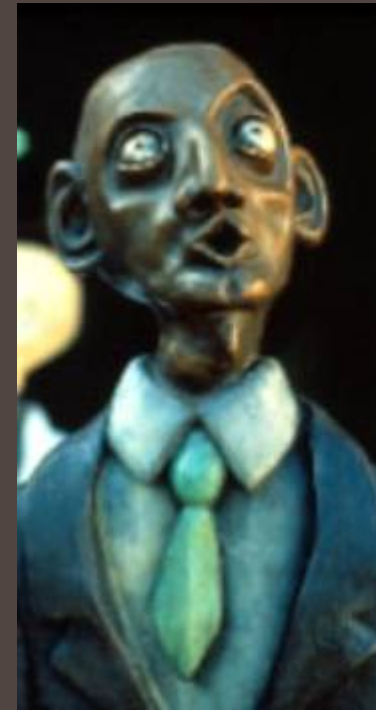
of the road corridor has greatly improved nighttime safety in King Street, and will be adopted in other non-tram streets in the city.

A café furniture standard, covering items such as furniture, protective screens, umbrellas, awnings and planter boxes, has also been developed. Its aim is to ensure that materials and finishes are attractive and durable, unobtrusive and complements the culture, character and significance of the street.

Finally, planning controls have introduced compliance with DDA (Disability Discrimination Act) requirements throughout the entire municipal area. Specific initiatives include: pram ramps, braille tiles, disabled parking bays, widened footpaths with clear access to shop frontages, audible traffic signals, tram superstops, ramps for universal access into public buildings, fully accessible toilets, safe city car parks, and an approved mobility centre at Federation Square.

Newspaper pillar – closed





variety versus consistency

public art works
and monuments 2004

▲ traditional statue (monument)

✎ public art

● fountain / water feature

■ temporary art installation



Light as art

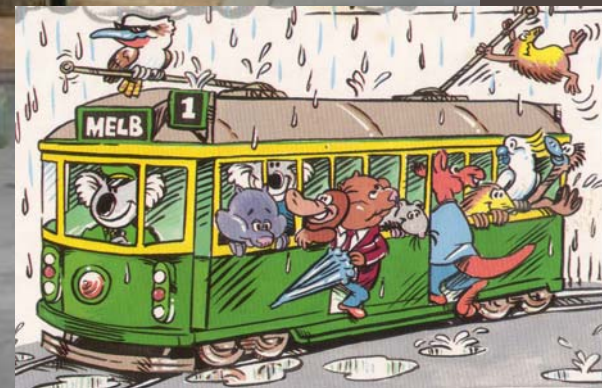


*Below left: Crown Casino Promenade
Below: "Light as art", St. Kilda Road trees*



'Blue line' is a permanent ornamental lighting on the railway viaducts





variety
versus
consistency



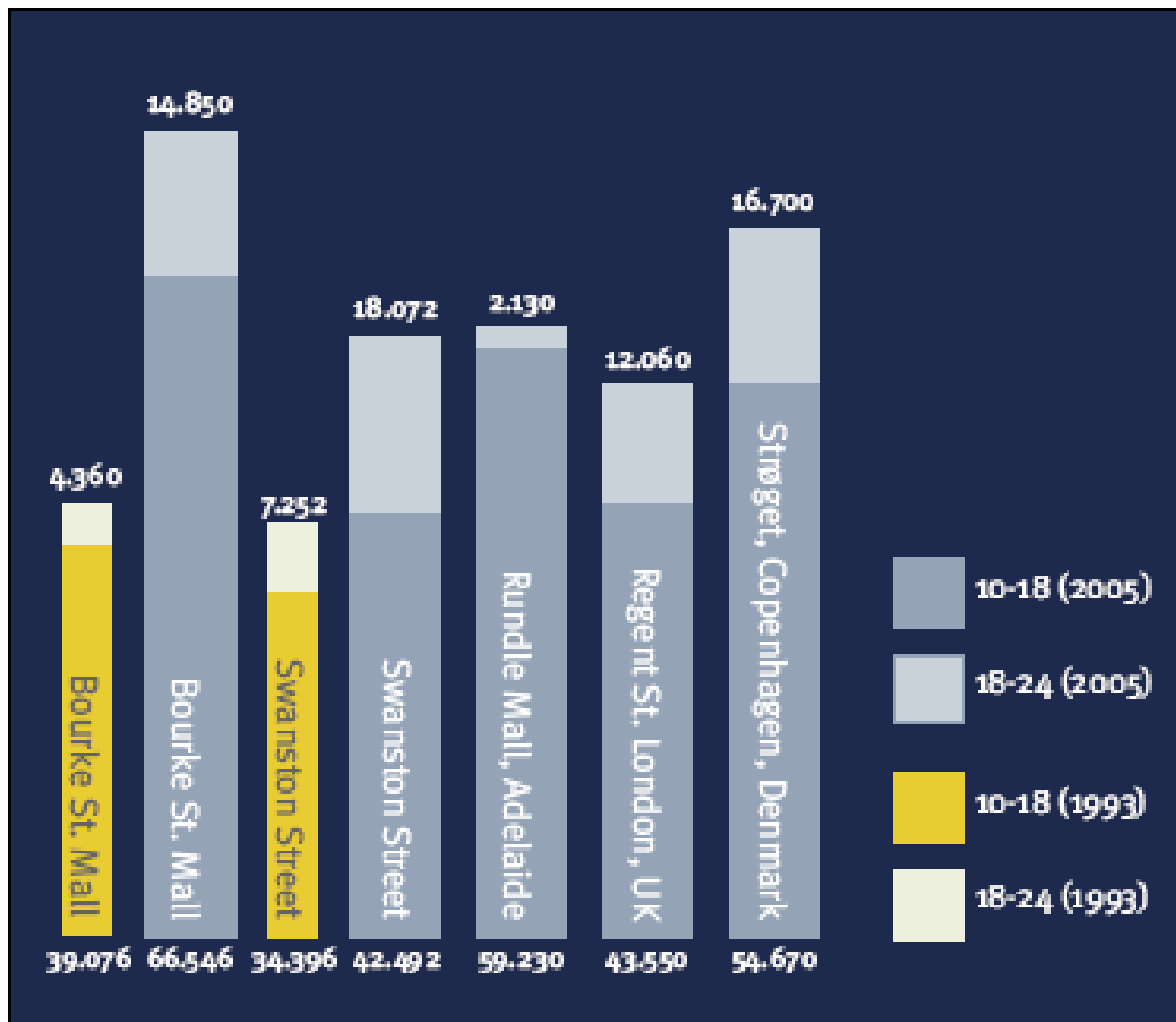


Pedestrian traffic weekdays daytime: +40%

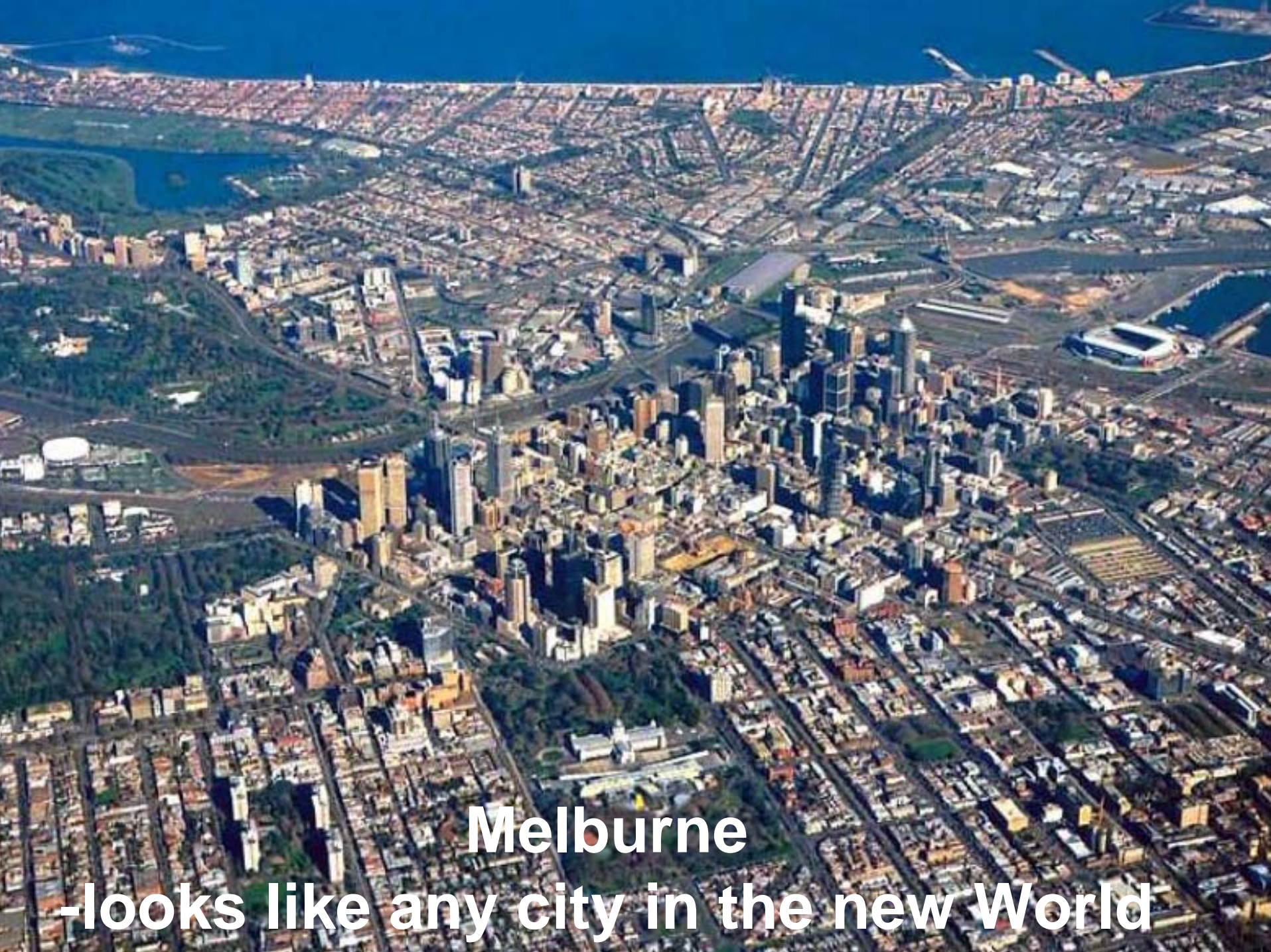
Pedestrian traffic evening: Doubled

Stationary activities : 3-4 times more





Melbourne: Pedestrian traffic in Bourke St & Swanston St. on summer weekday in 1993 & 2004.
Comparison with major streets in Adelaide (2002), London (2003) and Copenhagen (1995)



Melburne

-looks like any city in the new World



-but when it comes to street life and ambience
it has by now a distinct touch of -say- Paris

A vibrant, sunlit photograph of a busy city street scene. In the foreground and middle ground, numerous people are seated at outdoor cafe tables, some looking towards the camera while others are engaged in conversation or looking away. The people are dressed in casual summer attire. In the background, a large crowd of pedestrians is walking along the sidewalk, which is lined with buildings and various street signs. The overall atmosphere is one of a lively, bustling urban environment.

GOOD LUCK SEATTLE
in your ongoing work

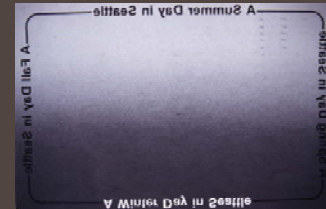
-towards reconquering your city

9 reconquered Cities

- Barcelona
- Lyon
- Strasbourg
- Freiburg
- Copenhagen
- Portland
- Curitiba
- Cordoba
- Melbourne



**A Heartfelt
Welcome
to
SEATTLE**



There is much more to walking -than walking!



A mode of transport - but with a potential for much more -and the "much more" is by far the more interesting part!

NESESARY ACTIVITIES



-the purposeful daily activities, what you have to do!

(goes on under all conditions, regardless of the physical conditions offered)



OPTIONAL ACTIVITIES



**What you like to do, Recreational activities, Urban recreation,
(highly dependent on the quality of the physical environment)**





SOCIAL ACTIVITIES

The City as meetingplace !

From the biggest city events to just seeing and hearing other people in the public spaces



People watching - the number one attraction in any city



“Man is man’s greatest joy”

(Old Icelandic saying)



**Always a two-way contact:
To watch and be watched**









Radfahrer
absteigen









**However, is there a use for public space
in the present-day electronic world?**



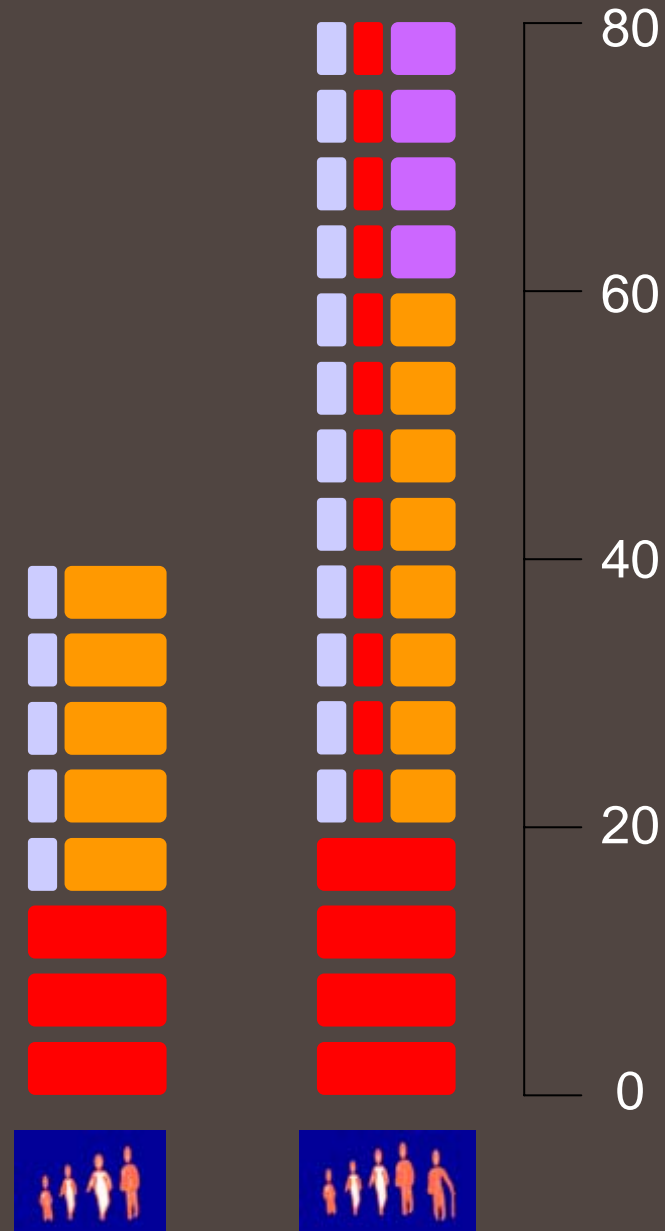
Changing life patterns

Life-spans are now longer and more varied than ever before

- Retirement
- Working life
- Leisure
- Education

One in three 25 to 60 year olds live alone

(from Richard Rogers: Cities for a small Planet)



Please Note: Approximated figures based on information supplied by: Bo Grönlund, Kunstakademiets Arkitektskole, Copenhagen

1900 Old City Area

2000 New City Area (Dense)

2000 New City Area (Low Density)

2000 New City Area II (Suburban Density)

Average Size of Households



4
Persons



1.8
Persons



2.0
Persons



2.2
Persons

Average Size of Dwelling Area per Resident



10m²



60m²



60m²



60m²

Number of Residents per 100m² Built Space



10
Residents



1.7
Residents



1.7
Residents



1.7
Residents

Floor to Plot Ratio



2.0



1.8



0.25



0.1

Dwellings per Hectare



475
Dwellings/ha



166
Dwellings/ha



21
Dwellings/ha

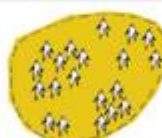


8
Dwellings/ha

Number of Residents per Hectare



2000
Residents/ha



300
Residents/ha



42
Residents/ha



17
Residents/ha

Length of Roads & Paths per Hectare



200m/ha



230m/ha



350-500m/ha



460-700m/ha

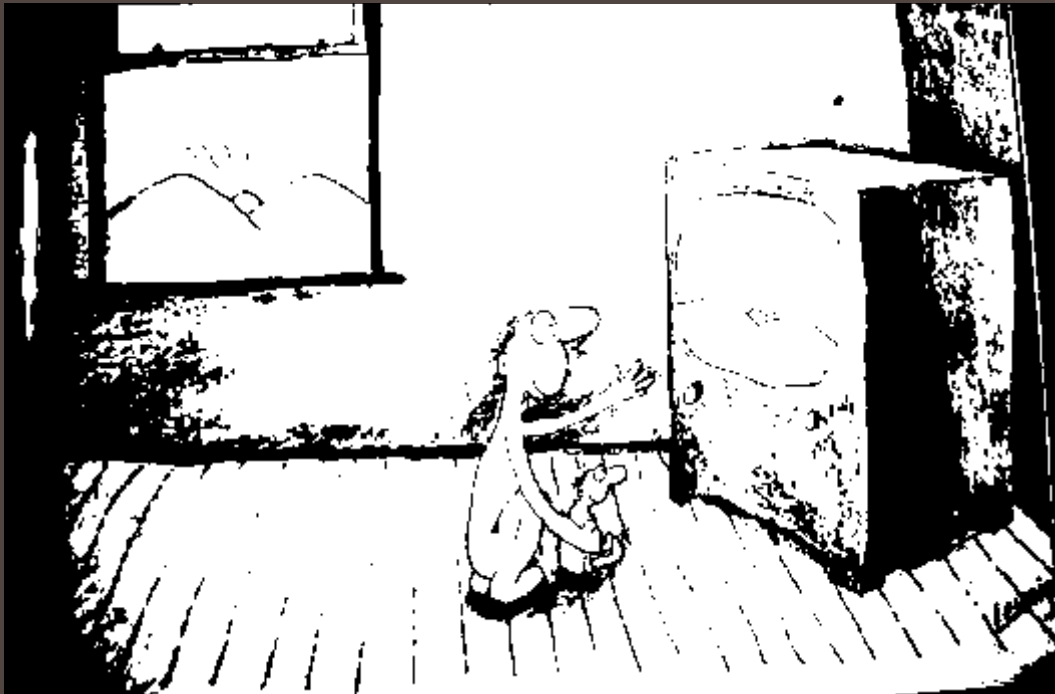
New Challenges:

**Smaller households / New household types
- fewer opportunities for meeting others!**




Life is becoming more and more privatized

- Private homes
- Private computers
- Private cars
- Private offices
- + less public exposure!



We need the city as a meeting place





ENVIRONMENTALISTS
ARE REALLY JUST
OUT TO REDUCE
THE QUALITY OF
OUR LIFESTYLE.

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TOES

AND JUST WHEN WE'RE
ABOUT TO GO TO WAR FOR IT.